CLAIMS LISTING:

1. (Original) A vehicle comprising a drivetrain, having an internal combustion engine (1) and a gearbox (9) coupled to the internal combustion engine, and a control unit (45) for automatic gear selection as a function of the current rotational speed of an input shaft to the gearbox (9), in which the control unit (45) has a first operating mode (56) with a first working speed range (81) defined by a first lower limit (68) for downshifting to a gear with a higher transmission ratio, wherein the control unit (45) has a second operating mode (57) with a second working speed range (70) defined by a second lower limit (69) for downshifting to a gear with a higher transmission ratio, in which the second limit (69) is lower than the idling speed (80) of the internal combustion engine and is equal to a lower rotational speed than the first lower limit (68).

2. (Currently Amended) The vehicle as recited in claim 1, wherein the control unit (45) comprises a memory unit (72) in which a representation (74) of ~~the highest~~ a highest permitted gear in the second working speed range (70) is stored.

3. (Previously Presented) The vehicle as recited in claim 1, wherein the control unit (45) is configured to select the highest permitted gear or a gear lower than the highest permitted gear when the control unit has assumed the second operating mode (57).

4. (Currently Amended) The vehicle as recited in ~~any of~~ any one of claims 1-3, wherein the control unit is coupled to elements (54) for indicating the selection of first or second operating mode.

5. (Currently Amended) The vehicle as recited in any one of ~~any of~~ claims 1-3, wherein the vehicle contains an engine management unit (53), which comprises an idling speed regulator (75), the idling speed regulator (75) being designed to control the torque delivered from the internal combustion engine (1) when the vehicle is operated at idling speed in the second operating mode (57).

6. (Currently Amended) The vehicle as recited in any one of ~~any of~~ claims 1-3, wherein the representation (74) of the highest permitted gear comprises a representation (74) defining the highest permitted gear when driving at idling speed as a function of the current weight of the vehicle and the current gradient of the road on which the vehicle is being driven.

7. (Original) The vehicle as recited in claim 6, wherein the control unit (45) contains a representation (73) defining the highest permitted starting gear as a function of the current weight of the vehicle and the current gradient of the road on which the vehicle is being driven, and that the representation (74) defining the highest permitted gear when driving at idling speed is based on the representation defining the highest permitted starting gear.

8. (Original) The vehicle as recited in claim 7, wherein the representation (74) defining the highest permitted gear at idling speed consists of the representation defining the highest permitted starting gear (73) plus a predetermined number of gear shift stages.

9. (Currently Amended) The vehicle as recited in any one of ~~any of~~ claims 1-3, wherein the vehicle contains elements (45, 3) for establishing that the internal combustion engine is delivering sufficient torque for operation of the vehicle at an operating speed equal to a rotational speed of a gearbox input shaft below the first limit (68).

10. (Original) The vehicle as recited in claim 9, wherein the drivetrain contains a clutch unit (3) arranged between the internal combustion engine and the gearbox, the drivetrain being divided into a first part (51) up to the clutch unit and comprising the internal combustion engine (1) and a second part from the clutch unit (3) onwards and comprising the gearbox (9), characterized in that the second limit (69) for downshifting is equal to a speed lower than the idling speed (80) of the internal combustion engine, that the vehicle contains a sensor for measuring the current rotational speed (60), and that the sensor (60) is designed to measure the rotational speed in the second part (52) of the drivetrain, the clutch unit (3) being designed to absorb a speed differential between the rotational speed of the first and second parts (51 152) of the drivetrain where insufficient torque has been delivered by the internal combustion engine (1), following which a rotational speed equal to the second downshifting limit is reached and downshifting is permitted.

11. (Original) The vehicle as recited in claim 9, wherein the control unit (45) is designed to establish that the internal combustion engine (1) is delivering sufficient torque by performing a comparison between an estimate of the torque delivered by the internal combustion engine (1) in the current operating state and the torque demanded from the internal combustion engine (1) for operation of the vehicle in the current operating state.

12. (Currently Amended) The vehicle as recited in ~~any of claims 1-3~~ claim 4, wherein the elements (54) for indicating selection of the first or second operating mode comprise a throttle lever (54) forming part of the vehicle, the control unit being designed to assume its second operating mode (57) should the throttle lever (54) be released into an idling position whilst in motion.

13. – 18. (Canceled.)

19. (Previously Presented) The vehicle as recited in claim 1, in which the second working speed range is larger than the first working speed range.